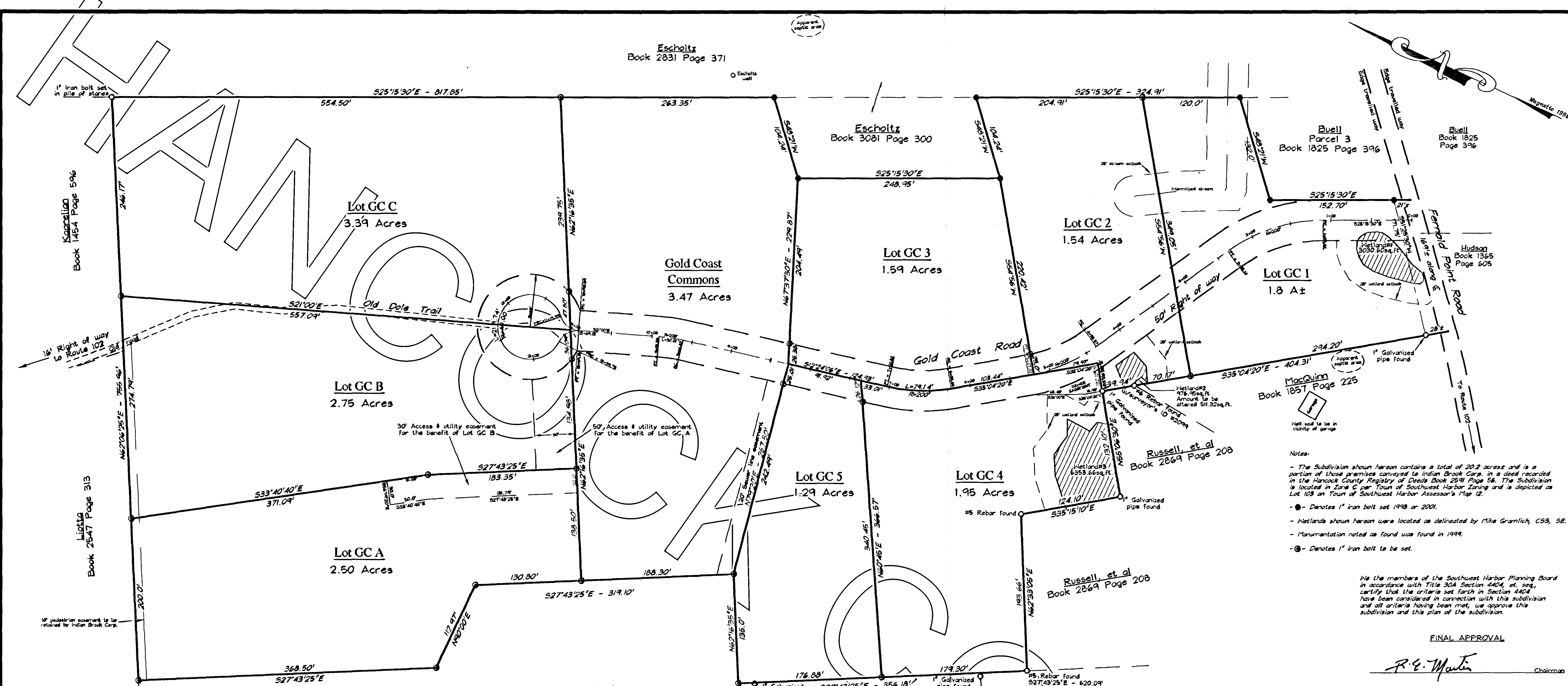


Escholtz well



Notes:  
- The Subdivision shown hereon contains a total of 20.2 acres and is a portion of those premises conveyed to Indian Brook Corp. in a deed recorded in the Hancock County Registry of Deeds Book 2891 Page 56. The Subdivision is located in Zone C per Town of Southwest Harbor Zoning and is depicted as Lot 103 on Town of Southwest Harbor Assessor's Map 12.  
- ● - Denotes 1" iron bolt set 1998 or 2001.  
- Wetlands shown hereon were located as delineated by Mike Granlich, CSS, SE.  
- Monumentation noted as found was found in 1999.  
- ○ - Denotes 1" iron bolt to be set.

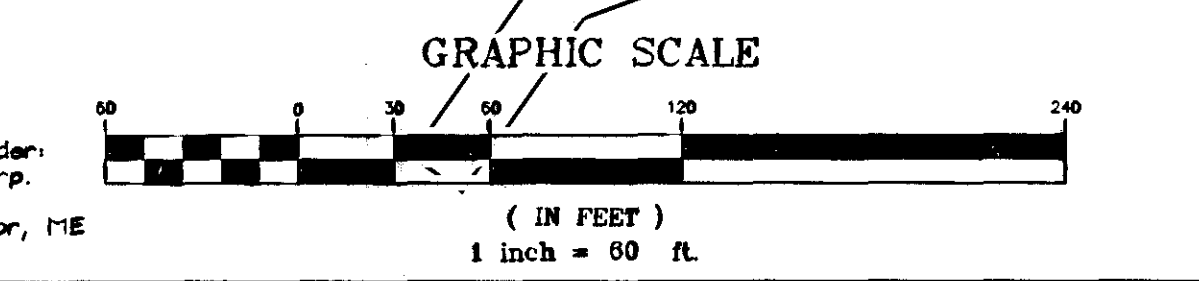
We the members of the Southwest Harbor Planning Board in accordance with Title 30A Section 4404, et seq., certify that the criteria set forth in Section 4404 have been considered in connection with this subdivision and all criteria having been met, we approve this subdivision and this plan of the subdivision.

FINAL APPROVAL

R. E. Martin Chairman  
William W. Franklin  
Carl D. ...  
Francine ...  
C. L. ...

STATE OF MAINE  
HANCOCK COUNTY REGISTRY OF DEEDS  
RECEIVED February 7, 2003  
FILE NO. 7A  
INSTRUMENT NO. 250  
ATTEST  
Allan F. Ott

Date: 2/6/03  
Final subdivision plan  
Gold Coast Subdivision  
Fernald Point Road  
Southwest Harbor, Maine  
February 6, 2003  
Scale: 1"=60'



CONDITIONS OF FINAL APPROVAL

GROUND WATER (Review Criteria Southwest Harbor Section 11.B.3 & M.R.S.A. 30-A 4404.12)  
(Condition No. 1) The board restricts blasting to the hours between 8:00 a.m. and 5:00 p.m.  
(Condition No. 2) The water wells that were required to be tested as a condition of approval of the preliminary plan, shall be retested within 30 days after completion of blasting and those test results reported to the town code enforcement officer.  
STORM WATER (Review Criteria Southwest Harbor Section 11.B.3 & M.R.S.A. 30-A 4404.16)  
(Condition No. 1) The applicant's engineer, with the Code Enforcement Officer (CEO) present, will take stormwater measurements at the inlets of the culverts and compare those against the stormwater model submitted with the application at defined stages of the development as determined by the applicant's engineer and the CEO (including immediately after construction and paving of the road and construction of the infrastructure), with the testing obligations to terminate upon termination of the performance bond. There will be no less than three water samplings.  
TRAFFIC (Review Criteria Southwest Harbor Section 11.B.3 & M.R.S.A. 30-A 4404.5)  
(Condition No. 1) No heavy construction vehicular traffic before 8 a.m.  
(Condition No. 2) The driveway at the west side of the cul-de-sac at the end of the Gold Coast Subdivision road will be removed from all the plans.  
(Condition No. 3) Note #11 on the Road and Sewer plan should refer to the Final plan, not the preliminary plan, as the word "preliminary" is to be deleted and replaced with "final".  
(Condition No. 4) The intersection of the Gold Coast Subdivision road is to show a 18-foot turning radius at its intersection with Fernald Point Road.  
(Condition No. 5) The Gold Coast Subdivision road will be paved prior to any individual lots being developed.  
OTHER CONDITIONS AND CONSIDERATIONS (Review Criteria Southwest Harbor Section 11.B.11 & M.R.S.A. 30-A 4404.4)  
Condition of approval: Prior to the sale of any lot the subdivider shall install all monumentation for that lot as shown, as detailed in Southwest Harbor Subdivision Ordinance Section VIII.A.4.

SURVEY CERTIFICATION

This plan was prepared from information obtained by a conventional field survey conforming to the technical standards, as applicable, contained in Chapter 40, Part 3, of the rules of the Board of Licensure For Professional Land Surveyors.  
Herrick & Salsbury Inc.  
Land Surveyors  
67 Franklin Street  
Ellsworth, Maine 04608  
(207) 667-7370

Notes:  
1) The forested wetlands shown hereon in accordance with M.R.S.A. 30-A 4404.14 are not wetlands as defined by the Southwest Harbor Land Use Ordinance Section XIII as they do not meet the ordinance definition of freshwater or coastal wetland, as such, the road surface setback standards of Ordinance Section VI M.A.C. do not apply to Gold Coast Road.  
2) The residue tailings generated by construction blasting activities may be used on site for riprap culvert outlet aprons, bank stabilization and backfill. Excess road fillings not used will be removed from Gold Coast Subdivision by the contractor as part of construction services.  
3) Any road in this Subdivision shall remain a private road to be maintained by the developer or the lot owners and shall not be accepted or maintained by the Town of Southwest Harbor.  
4) The private Gold Coast Road right-of-way shown hereon includes an easement for electric, telecommunications utility access, and the association sewer system shown on the plan.  
5) Lots within Gold Coast Subdivision are subject to declaration of covenants and restrictions.  
6) Use of lots within the subdivision is subject to additional conditions and restrictions contained in the final subdivision approval by the Southwest Harbor Planning Board. Prospective lot buyers should consult the final approval for a list of conditions and restrictions and review the final application for subdivision approval for other information regarding conditions and restrictions.  
7) The stormwater management concept does not preclude purchase of abutting lots within the subdivision. Upon merger of any two abutting lots in the subdivision by common ownership, the owner of said combined lots shall be entitled to record a declaration extinguishing the twenty five foot (25') stormwater buffer requirement within the area abutting the former common property line between the combined lots.

Stormwater Management Concept  
The proposed stormwater management plan, affecting all future development and improvements of Gold Coast Subdivision, requires maintenance of existing site runoff characteristics as practicable. The plan includes: (1) Maximization of existing tendency of site to allow for surface water infiltration; (2) Constructing a road above Station 4+50 which does not redirect runoff down along the west side of the road corridor; and (3) ensuring that development of Lots GC 1, GC 2, GC 3, and GC 4, lots east of the Gold Coast Road, does not adversely impact abutters to the east, n/y Escholtz and n/y Buell. To accomplish these objectives, the following measures will be implemented:  
1. The Gold Coast Road will be designed and constructed with several west to east cross-culverts at points where field conditions indicate west side water will or can be accumulated and east side conditions allow for surficial dissipation, infiltration and/or other unchanneled runoff solutions the design engineer CES, Inc., Donald S. Becker, P.E., will be responsible for selecting location of Gold Coast Road cross-culverts and measures taken at the outlets therefrom as part of construction services;  
2. Future lot owners are required to maintain the minimum of a twenty-five (25') foot buffer on the south downstream side of their lots in near-original surface conditions to allow for runoff to continue flowing into available bedrock fissures; and  
3. Future lot owners are required to minimize potential for planned structural and nonstructural improvements to concentrate runoff or direct runoff to downstream abutters by implementing the following:  
(A) Direct any roof drainage or guttering systems to flow into existing or constructed infiltration basins, fissures, or similar device;  
(B) Use the driveway as a runoff barrier directing runoff away from abutters, flowing the water west toward the road and allowing it to infiltrate and/or seep through underdrain type cross channels under the driveway;  
(C) Place the driveway below as much of the site development as practicable;  
(D) Vegetate smooth landscaped transition areas between existing unwatered areas and east rear and south side improvement edges while maximizing amount of altered area uphill of driveway and west of the house which can be controlled by the driveway barrier; and  
(E) Take other landscape measures which promote infiltration and help runoff be confined by downstream edge of proposed improvements.

Notes regarding state subdivision review criteria M.R.S.A. TITLE 30-A 4404  
1) Application documents submitted for Gold Coast Subdivision address review criteria 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, 13, 14, & 18.  
2) Review criteria 17 and 19 are not applicable to Gold Coast Subdivision.  
3) With regard to review criteria 8, the proposed subdivision contains no designated historic sites, identified significant wildlife/habitat, rare and irreplaceable natural areas or shoreline access rights. Lewis Hutchins, Southwest Harbor Code Enforcement Officer confirms this finding based on discussions March 14, 2002. The proposed subdivision will not have an undue adverse impact on scenic or natural beauty of the area as it will not be visible from abutting parcels or other lands in Southwest Harbor and will place only eight dwellings on a slightly over twenty acres of land.  
4) With regard to review criteria 11, the parcel subdivided by Gold Coast Subdivision is not in a lake or pond watershed and does not front on an outstanding river segment. The three wetland areas present on the site are shown in the application documents. The parcel to be subdivided is not subject to shoreline zoning. All freshwater wetlands have been identified in the application documents in compliance with review criteria 14.  
5) There are no perennial rivers, streams, or brooks on or abutting the parcel to be subdivided. In accordance with Review criteria 15, an intermittent stream on Lots GC 1 & GC 2 is shown on the plans.  
6) Gold Coast Subdivision is not in a great pond watershed and can not have any impact on lake phosphorous concentration to report or mitigate under review criteria 18.